



Life Lines

SO17FS043

FT. LAUDERDALE FLIGHT STANDARDS DISTRICT OFFICE SAFETY PROGRAM NEWSLETTER

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www.faa.gov/fsdo/fl

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“Hey, you talkin’ ta me?”

(Taken from *Transport Canada* 4/03- Edited for brevity).

If you're married and or have kids, this experience is a common occurrence. Kids fastidiously absorbed in front of the tube by some second-rate cartoon show — they are experts in selective hearing! Seemingly paralyzed, they somehow always manage the no-look bowl-to-mouth popcorn move. While ostensibly in lala-land, their little grey cells remain focused on two things: first, the business at hand (the show), and second, filtering-out superfluous voices (parents) asking for irrelevant and unimportant information (homework, cleaning-up, etc.). Detection of such a voice triggers silence and stillness — maybe it will go away ... just like playing dead if you encounter a bear.



While most won't relate to the above scenario, it should come as no surprise that pilots are also experts at selective hearing. In fact anyone who has a spouse or partner — a condition that allows endless opportunities to hone one's selective hearing skills — can experience it. To simplify it, let's just say that selective hearing is the cerebral process by which we elect either to only "hear" or to conscientiously "listen." Nothing new here, right? Well, without probing further into human factor theory, let's just point out a few situations where pilots can fall victim to selective hearing in an operational setting.

Mission briefing — While we pilots are allegedly smart individuals, we sometimes fall victim to complacency when hearing repetitive tasks, particularly coming from the same person or under a familiar set of circumstances. For example, if the dispatcher or chief pilot says, "...by the way the hook

release is u/s..." in between routine sentences, this detail can be missed (or quickly forgotten).

Weather briefing — Some pilots often tend to hear what they want to hear during a weather briefing. That is, they don't want to hear about low clouds, low visibility, icing and particularly the term "not recommended for VFR flight." If you have the attention of a bona-fide weather briefer, acknowledge it by giving him or her your full attention (including a weather briefing on the telephone), and listening attentively to what is being said. My personal experience is that you cannot effectively interpret an aerodrome forecast (TAF) or METAR with your head down, and simultaneously listen to a weather briefing.

Radio watch — That is a huge one, and many of you have told me how difficult you find it to be an effective radio operator, whether it's talking to controllers, flight service specialists or other pilots. If you are usually nervous about radio communications, you may want to practice with a friend over the phone, or even just across the table from each other. The emphasis has to be on being attentive, and asking for clarification every time you are unsure. Minimize cockpit chitchat in or near busy areas. Exchanges between you and controllers or flight service specialists are obviously important, and nobody will ever criticize you if you ask for a repeat. Listening carefully to a taxi instruction or an IFR clearance is an integral part of having your name on that license.

Crew communication — This is an essential element of Crew Resource Management (CRM). Active listening is a crucial requirement for any pilot involved in a multi-crew environment. Suffice it to say that as soon as you have more than one crew aboard your aircraft, you must be ready to effectively address any communication with the rest of the crew. If you are the only crew aboard and you have passengers, you should be ready to do the same when communicating with the passengers.

Active listening — This includes actively listening for thing such as aircraft system malfunctions, bells, horns and simply

"weird noises." In particular, many pilots who forgot to lower the landing gear handle have interpreted the landing gear horn on short final as a stall warning horn or low altitude horn, with a predictable result. Let's shoot for a summer free of gear-up landings.

The moral of the story - "active" listening takes a conscious effort, and is not an option. In aviation, it's the key to aircraft separation (safety).

"Active listening" in front of the T.V., or talking to your spouse about the next Yanni concert is optional. →

DID YOU KNOW?



If you have GPS "installed" in your aircraft:

1. Data on the self-test page must be verified prior to use.
2. IFR en route and terminal navigation is prohibited unless the pilot verifies each selected waypoint for accuracy by reference to current approved data.
3. IFR approaches must incorporate a current database (within its update cycle).
4. "Memory joggers" and "Quick Reference" guides for your particular model GPS must be immediately available to the flight crew during instrument approach operation.

Want to know more? See Seminar schedule - back page. →

"FSDO FEEDBACK"

(This section is dedicated to your feedback & mail. We will publish the most ingenious, funny, or most

interesting feedback in each issue of *Life Lines*).

Q When buying sunglasses, what is best for the aviation environment?

Laura, Deerfield Beach.



A According to the "Medical Bulletin" (Vol. 41, No. 3, Fall 2003) linked via our "Files" on our web site, you should avoid tints that block more than 85% visible light...and "polarized lenses" can reduce or interfere with visibility through a windscreen... Read the full story at: <http://www.cami.jcabi.gov/aam400a/FASMB/FAS200303/sunglasses.htm> Thanks for the question, *Laura*. →

FSDO Funnies



LIFE LINES TO LAUGH BY

In case you needed proof that some of the human race is doomed, here are some actual label instructions on consumer goods.

On a bag of Fritos: You could be a **winner! No purchase necessary.** Details inside. (Shopper special?)

On Marks & Spencer Bread Pudding: **"Product will be hot after heating."** (What a concept).

Last but not least.... On an American Airlines packet of nuts: "Instructions: Open packet, eat nuts." →

FAA FACT BOOK

As of June 2003, "Pilot Deviations" are almost double their number this time last year. No, this is not referring to those pilots that spend their evenings at the "Bada Bing." These are those that break the rules, intentionally and

unintentionally. As previously stated...keep your head on a swivel.



Your Airman certificate may depend on it. →

Sun N Fun

Linder Regional Airport, Lakeland, Florida, April 13-19th

On the home page of our website, (URL on front page) is a direct link to help you arrive safely at Sun N Fun. Don't miss this annual event, especially the presentation of *"Who Wants To Be An Aire-man?"* Standing room only last year. So, come early and get a seat. (Back page for more details.) →

Life Lines Q&A



Interactive on the web

1. "Active listening":

- a. Takes a conscious effort.
- b. Is second nature.
- c. Is moving about as you listen.
- d. Is automatic and needs no help.

2. "Installed" GPS in your aircraft must:

- a. Have data on self-test page verified prior to use.
- b. IFR approaches must have a current database.
- c. "Memory joggers" for your make and model must be readily available in flight.
- d. All of the above.

3. Using Polarized sunglasses can:

- a. Mask reflections from shiny objects, such as an approaching aircraft.
- b. Increase ability to see at night.
- c. Increase distant vision.
- d. Cause your compass to swing when removed in flight.

4. "Pilot deviations":

- a. Can only happen to low-time pilots.
- b. Only happens to Student and Private pilots.

- c. Have almost doubled since last year.
- d. Occur after midnight in Holland.

5. "Operation Raincheck" is:

- a. A seminar concerning ATC procedures.
- b. A seminar that will raise your survival I.Q.
- c. A seminar for all pilots and ramp personnel.
- d. All of the above.

6. Heliport beacons flash _____ then airport beacons (AIM 2-1-8)

- a. Slower
- b. Faster
- c. The same as
- d. More often →

April 7th

"Samurai Airmanship"

A video by **Rod Machado**
"Bushido" a discipline that can save your life.



BCC Aviation Institute, North Perry Airport (HWO)

→ → →

May 13th

"Operation Raincheck"

Airport Operations/ ATC Procedures



Ft. Lauderdale Executive Airport (FXE) Authority.

Brought to you by FXE ATC, and Sponsored by the Airport Authority.

→ → →

June 14th

"GPS – How it works; and, its limitations."



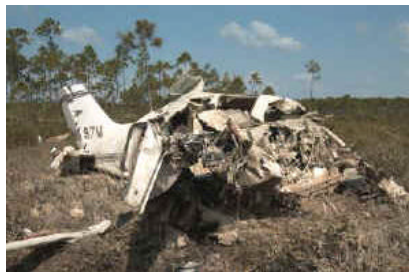
American Flyers – Pompano Airpark (PMP)

Pompano Beach, Florida

As always, these and *all seminars are free* and good towards your next phase of the "Wings" Proficiency Awards

Program. See back page for directions & details.→

Single Engine Climb Performance



"Loss of power on one engine represents a 50 percent loss of thrust but often an **80-90 percent loss of climb performance, sometimes more.**" Want to know more? Go to: **www.faa.gov/fsdo/fl/files.htm** and click on "Safety Program Pamphlets" "Flying Light Twins Safely." →

APPROVED VS. UNAPPROVED LIFE RAFTS

(From the FARs) "...Life Rafts, carried or installed on U.S. Certificated aircraft and *intended to be used in case of an emergency shall be approved by the Administrator.*"



Safety inspections continue to reveal unapproved rafts on aircraft in South Florida. **Carrying an outdated or unapproved raft may be unsafe and cannot be relied upon.**

"Approval requirements" are based on the certification requirements of U.S. civil aircraft found in CAM-3, CAM-4b, FAR 23, FAR 25, and FAR 29. These regulations differ slightly, but the intent is the same. ***Each life raft carried on an aircraft shall be "FAA approved."***

Approved rafts are easily identified via an identification tag or marking listing the manufacturer's name, part number, serial number and the TSO identification (approval) number.

Ignorance of the law cannot be excused, nor will it hold any air in a liability lawsuit! (Yes, pun intended).→

Seen our "Files" lately?

We continuously add aviation links. For instance, have you noticed free links to the Aeronautical Information Manual, the FARs, or DUATS? Did you know all Airport and Taxi diagrams are available, as well as all past editions of **"Life Lines,"** our quarterly newsletter? It's just a click away. Not interested? Well, as they say, you can lead a pilot to beer, but you can't make 'em drink it.→

Martin Francis
CFI of the Year



Martin Francis, (left) Chief Pilot for American Flyers, (PMP) congratulated by Operations SPM Cary Mendelsohn.

The Ft. Lauderdale Flight Standards District Office selected Martin Francis, CFI of the Year for 2003. Martin is a ground/flight instructor and Check pilot since 1994 for American Flyers, and is responsible for conducting student stage checks; end of course tests and instructor proficiency checks. Congratulations Martin, you are among a very select few.→

Answers to Life Lines Q&A
 1.a 2. d 3. a 4. c 5.d 6. b

Don't miss Sun N' Fun 2004



→ **Blue skies** →

Save this Schedule!

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www.faa.gov/fsdo/fl/Seminars.htm for "Seminars/meetings"

April 7, (Wed.) 1900 hrs.

Broward Community College, (North Perry Airport (HWO))

Aviation Institute, Bldg. 99, (So. Side of ball field) Rm. 134

7200 Pines Blvd.,

Pembroke Pines, Florida 33024 (954)-201-8084

"Samurai Airmanship"

A discipline that can save your life.

April 13-16

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Sun N' Fun 2004 (Linder Regional Airport (LAL))

FAA Production Studio

"Who Wants To Be An Aire-man?"

(Sun N' Fun Promo clip: <http://faaproductionstudios.com/Studio%20Video%20Promo%27s.html>)

May 13, (Thurs.) 1900 hrs.

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Ft. Lauderdale Executive Airport Authority (FXE)

6000 NW 21st Avenue (Cypress Creek Blvd).

Ft. Lauderdale, Florida 33309 (954)-828-4966

"Operation Raincheck"



June 14, (Mon.) 1900 hrs.

----->>>-----
American Flyers (PMP)

1401 NE 10th Street

Pompano Beach, Fl. 33061 (954)-785-1450

"GPS – How it works; and, its limitations."



Presented by CFI of the Year

Save this Schedule!

Save this Schedule!

(Maps and driving directions on our web site)

Save this Schedule!